

The Topeka State Journal.

10 CENTS A WEEK.

NIGHT EDITION. TOPEKA, KANSAS, THURSDAY EVENING, JUNE 28, 1894.

TWENTY-SECOND YEAR.

IT SPREADS AFAR.

The Pullman Boycott Strike Affects a Great Area.

It Extends Over Fourteen States and Territories.

Debs Flooded With Telegrams Telling of the Strike.

CHICAGO THE CENTER.

Many Roads There Unable to Move Any Trains.

Thousands of the Shopmen Leave Their Work.

BROTHERHOOD ANGRY

At What They Consider Uncalled For Discharge

Of Members of Their Order for Trifling Cause.

CHICAGO, June 28.—Four engineers of the Northwestern road, who called on the officials of the A. R. U. last night and induced the order for the strike on that road, were discharged today. This is considered by the union an important factor in the outlook. Three members of the sub-committee sent out by the union officials last night from the yards at Western avenue to order the strike which took place last night, were arrested this morning on complaint of the railway officials.

They were charged with intimidation and were taken to the West Chicago avenue police station and locked up. The A. R. U. engaged attorneys to defend them. Owing to the strike of the switchmen on the Panhandle the trains of that road have been brought in over the tracks of the Fort Wayne road. Threats to tie up the latter road and even the entire Pennsylvania system grew largely out of this fact. Action against the Fort Wayne would also involve the Chicago & Alton, as both come into the city over the same tracks. Everything was blocked after midnight last night at the Western avenue yards of the Northwestern, Milwaukee, and St. Paul and Panhandle roads.

At the Union Depot. No trains on the North Suburban, were running on the Illinois Central into or out of Chicago today. By 10 a. m. the Galena and Wisconsin divisions of the Chicago & Northwestern were at a standstill. Announcement was made that every road entering the union depot would be tied up at noon. The C. & Q., the Penna., the C. & A. and the C. M. & St. P. will be affected if traffic at the union depot should be stopped.

Signs of trouble were detected early today along the Chicago and Northwestern line. At Western avenue and Kinzie streets a crowd of railway strikers gathered about 8 o'clock and thirty officers were sent to the scene of the threatened disturbance. At Mayfair on the Des Moines division of the Northwestern trouble was feared. Freight switching yards are located at this point. During the morning the strikers congregated in the yards and five police officers were sent to preserve order.

An Engineer Fired. Complications have arisen which may lead to trouble between the Illinois Central and the engineers. Last night an Illinois Central switch engine cab was wrecked and the company discharged Joseph Finn, who was in charge of the engine. He says that the side rod dropped and the revolutions of the broken piece of machinery wrecked the cab. His explanation was not satisfactory and he was discharged. Finn is a member of the locomotive brotherhood. At the request of the railway employees in the east twenty-five men were sent out by the A. R. U. today to aid in the organization in that part of the country. These men are bound for New York and will begin work among the employees of the New York Central.

Engineers and firemen on all the roads centering in Chicago are greatly incensed at the discharge of the four engineers by the Northwestern road and decisive action on their part in aiding the general strike is looked for.

First Trains Due to Leave. The first passenger train due to leave east on the C. & N. today could not leave on account of being unable to couple on an engine. The engineers of the other roads using the same yards kept switching across the band of tracks in such a manner that the H. & O. engine was held back as effectually as though locked to the rails. Forty police were sent to the yards.

About 100 police were stationed today along the tracks of the Illinois Central and Rock Island roads in this city. Vice President Harahan sent a messenger to Chief Brennan's office with a letter requesting that more police be detailed to the guard Illinois Central property. The chief said that he did not see any more men could be detailed to that road. The chief thinks the railroads are making too great demands and expecting too much of city officials. Not a car was moved on the C. M. & St. P. No suburban trains came or went out this morning.

More Police Wanted. 12:30 p. m.—The Chicago & Northern Pacific road have sent a written call for more police protection at the Grand Central depot. They said the force of policemen was not sufficient to control the crowds assembled and asked fifteen additional men be sent. The message intimated that the company feared violence both as to its men and the patrons at the depot. The extra detail was at once granted.

Eight hundred men employed in the

Northwestern shops near Sixtieth street

are struck.

Debs Greatly Pleased.

The officials of the American railway union were greatly pleased with the situation. 1:30 p. m.—The officials of the Milwaukee and St. Paul road are reported to be considering the advisability of dropping from its trains the only two Pullman cars in use on their line. Superintendent Barr accepts this alternative, but declines to anticipate the action of his superior officers. Superintendent L. L. Troy of the Chicago division of the mail service arrived in the city today. He warned President Debs and Howard of the A. R. U. that if the mail trains were interfered with the United States government would be compelled to proceed against the strikers. Debs said the members of the union had no desire to come in conflict with the government, and none of the strikers would interfere with the mails. He assured Mr. Troy that he would issue instructions to every point where the boycott is in operation, that the mails must be allowed to proceed.

When a Strike Like Tomorrow. Vice President Howard of the A. R. U. says the situation will be more warlike tomorrow. He added: "We can tie up every road in the country if necessary to beat Pullman. We have shown that we are able to fulfill every promise made and we can make good work out to word to involve the entire railway of the west. Every branch of organized labor is now back of this struggle." President McBride of the miners union has telegraphed that he will call out miners when coal is supplied to roads that use Pullman cars.

Debs' Floods of Telegrams.

The extent of the Pullman boycott strike is indicated by the flood of telegrams received by President Debs of the A. R. U. The movement has gathered strength until now it paralyzes the traffic of the whole west. Perishable freight is being ruined on sidetracks of overland routes in Texas, New Mexico, Arizona and Southern California, as well as Nebraska, Colorado, Utah, Montana, Oregon, Idaho, Minnesota and the Dakotas. Travel is stopped from the Pacific coast east, and not a car is leaving Chicago for the west. Among the messages received today are the following:

MINNEAPOLIS, June 28.—American Railway Union, Chicago. The railway interests of this city are completely tied; not a car moved since 8 o'clock.

DULUTH, Minn., June 28.—Northern Pacific tied up solid. Chicago, St. Paul, Minneapolis and Omaha come next. Travel at Duluth at a standstill.

LOS ANGELES, Cal., June 28.—No Pullman cars left here for San Diego; Southern Pacific not operating. JAMES BAKER, SPRAGUE, Wash., June 28.—Not a car moving here; will not resume until old wages schedule is restored.

EMPORIA, Kan., June 28.—Santa Fe rendered useless by complete strike; no trains running. LIVINGSTONE, Mont., June 28.—Dispatchers followed all union men out. Northern Pacific crippled from head to foot.

MISSOULA, Mont., June 28.—Strike in full effect; committee appointed.

LITTLE FALLS, Minn., June 28.—Not a railroad man working here. A. R. U. is king.

BUTTE, Mont., June 28.—Union Pacific men all out. Will stay out until otherwise instructed. J. H. COLDERHEAD, From Cincinnati, where the boycott hung fire yesterday, the following telegram was received:

CINCINNATI, O., June 28.—Big meeting of switchmen last night; indications now point to an effective boycott from this time on.

I. W. PHELAN.

NORTHERN PACIFIC BLOCKED.

Not a Wheel Moving on the Eastern End of the Road.

ST. PAUL, June 28.—The general strike is on the Northern Pacific system. Not a wheel is moving on the eastern end of the road, and a complete tie-up is reported from Fargo, Livingston and other points. The strike is the direct outcome of the Pullman boycott, the employees demanding the reinstatement of the men discharged for refusing to handle the boycotted cars and demanding that the order for the discharge of all employees who are refusing to handle cars be rescinded. Several meetings of Northern Pacific branches of A. R. U. were held yesterday before this action was decided on. A committee of five was appointed to wait on George M. Knicker, who had demanded the reinstatement of the discharged men. This demand was refused.

A strike committee was immediately appointed by the union, which at once sent a telegraphic order for a strike along the system as far west as Livingston, Mont., and that point was instructed to notify all western divisions and points at once.

The order includes all classes of railroad employees and will not be confined to trainmen alone. Train No. 7 which runs as far west as Fargo, was tied up at the Union depot, St. Paul, no engineer or fireman could be found to man the engine.

Organizing at Oakland. The A. R. U. takes in many new members and begins the boycott.

OAKLAND, Cal., June 28.—Meetings of the Brotherhood of Locomotive Firemen and the American Railway Union were held here last night. At the session of the first fraternity mentioned resolutions were adopted endorsing the action of the A. R. U. and steps were taken to give the boycott substantial aid. One hundred new members were received at its session last night.

Resolutions were received from the switchmen's union upholding the action of the A. R. U. The order is preparing a statement for publication today. This will give the original cause of the boy-

cott, the grievances of Pullman employees and an assurance that those interested in the movement are ready to perform any duty except that of handling Pullman cars.

MAY DROP THE PULLMANS.

The Southern Pacific Has a Clause Which Allows It.

SAN FRANCISCO, June 28.—A local paper here publishes an interview of a local lodge A. R. U. man: "I have the best reasons for saying that General Manager Towne of the Southern Pacific has sent a dispatch to Mr. Pullman today which will be the cause of the settlement of the trouble within twenty-four hours. In the contract which the company has with Pullman there was inserted a saving clause, which is designed to meet just such an emergency as the present."

"It is to the effect that any time Pullman becomes unable to afford the service required of him or if in supplying that service he shall in any way prejudice the interest of the railway company the contract shall be considered void."

"My information is to the effect that Mr. Towne's telegram to Pullman was to the effect that if the present trouble was not settled within a specified time the railroad company would consider the contract void and take steps to supply the necessary service itself."

C. M. & ST. P. AND PAN HANDLE.

The Men Have Quit Work on Both Roads at Chicago.

CHICAGO, June 28.—Noon.—The entire day crews on the Chicago, Milwaukee & St. Paul and Pan Handle roads quit work this morning and there is not a wheel turning under any passenger cars on either road that is not manned by officials. The men are in an ugly mood and violence is predicted.

There are said to be only two Pullman cars on the entire Milwaukee & St. Paul system, but the use of these cars has been as effectual in tying up the road at least at the Chicago end as though there were a hundred. The strikers are threatening to throw these two cars into the ditch.

STANDING AT HAMMOND.

A Train of Five Pullmans on the Monon Line.

INDIANAPOLIS, June 28.—The Monon train that left here this morning at midnight has not yet reached Hammond. It was made up of five Pullman sleepers and these are held near Hammond.

The train that left Chicago last night for this city is still at Hammond and there is no prospect of its getting away. Both the trains held at Hammond are United States mail trains and General Counsel Field has telegraphed to know if Judge Baker is in the city as the company proposes to proceed against the strikers for interference with the mails.

3:30 p. m.—The Monon railway company has agreed to run the Pullman sleepers back to Chicago.

THE HOCKING VALLEY.

A Day's Time Given and Then the Strike Will Begin.

TOLEDO, O., June 28.—The Hocking Valley railway employees today presented a new scale to President Waite, which restores wages as before the 10 per cent reduction last January with additional conditions.

President Waite asked for time. The committee granted until noon tomorrow and if the scale is not then accepted a general strike will follow. Mr. Waite wanted an agreement inserted to carry Pullman cars, but the committee refused. "There are any likelihood of the engineers being drawn into the conflict."

"We can take no action in the matter whatever," he answered. "We have no grievance; no interest in the matter as an organization and will simply pay no attention to the boycott."

Asked as to the probable result of the boycott, Mr. Arthur refused to express an opinion saying time only would tell.

LATE BULLETINS.

Strike News Up to the Latest Hour Today.

MILWAUKEE, June 28, 3:30 p. m.—Two Wisconsin Central passenger trains are tied up at Stevenspoint because the engineers and firemen refuse to haul the Pullman cars.

CHICAGO, June 28, 3:30 p. m.—The firemen on the suburban engines on the Illinois Central branch have struck.

Their Daily Revolution.

BUNOS AYRES, June 28.—A dispatch from Lima, Peru, says that the Peruvian government has ordered a general arrest of the supporters of the revolution. It is added that Great Britain has officially recognized President Bologna's government.

Money to Complete Panama Canal.

PARIS, June 28.—The liquidators of the Panama canal company have signed an agreement with the new company, which the latter is said to have a capital of 60,000,000 francs, with which to complete the canal.

New Mexico Bill Passes the House.

WASHINGTON, June 28.—The bill admitting New Mexico passed the house without objection.

CEASE TO RUN.

All Through Passenger Trains on the Santa Fe,

From the Pacific Coast to Chicago Stopped.

U. S. Marshal Neely Busy Collecting Deputies

TO PROTECT TRAINS.

Trains Side Tracked at Kansas City and Other Points.

Telegraph Operators Out at Several Places.

NO STRIKE HERE YET.

Little Interest Manifested at the Railroad Shops,

But the Men Will Hold a Mass Meeting Tonight.

The Santa Fe railroad system is tied up in a general strike from one end to the other; only a very few trains of any description are moving today.

Last night Eugene V. Debs, president of the American Railway union, issued an order for a general strike on the Santa Fe because of the action of General Manager Frey in discharging an engineer and fireman at Las Vegas, New Mexico, yesterday afternoon.

Engineer Jerry DeLong and Fireman Reed Oldham were in the cab of the noon train from the south ready to start out at a moment's notice should the Pullmans be removed, but refused to budge otherwise. A telegram came from Manager Frey discharging these men.

It was only a short time after they were discharged that a general strike was ordered.

The entire Santa Fe system is in the hands of the United States court today and United States Marshal S. F. Neely of Leavenworth, is the direct representative of the court which is in charge of the trains and property of the company.

Apply to Judge Foster. The receivers through General Attorney A. A. Hurd this morning applied to Judge C. G. Foster of the United States court, for an order authorizing the United States marshal to protect their property and Judge Foster signed the order.

Marshal Neely, who is at Leavenworth, is sending in deputies to take charge of the road in the eastern part of the state and he has authorized his regular deputies at Wichita and other points in the central and western part of the state to enlist all the deputies necessary to take charge of the railroad property. The railroad officials here say the United States marshals will not enlist employees of the road as deputies for this work.

It is the purpose of the receivers to make application for a similar order to that signed by Judge Foster to all the federal judges having jurisdiction along the line of the road, which if granted will place the entire Santa Fe system in direct control of the United States court.

Don't Know the A. R. U. Strength. At the office of General Manager J. J. Frey in the general office building it is given out that the order for a general tie-up issued last night is practically in force and that the road is almost completely tied up today. A few trains are moving but only a few.

The officials of the road say they are unable to estimate the strength of A. R. U. along their road although they admit it is much stronger than they supposed before the strike was ordered. While the different brotherhoods, including the conductors, engineers, firemen and switchmen, are not taking part in the strike as organizations, yet the members of these organizations who belong to the A. R. U., and most of them belong to the order, are refusing to handle trains are in the strike as much as if their own brotherhoods had ordered them out.

Notice to Switchmen. The following notice to the switchmen has been posted up at every station along the system:

"Switchmen's Mutual Aid Association of North America. Office of the Grand Lodge, Rooms 77 and 78. College Building, Chicago, June 28th, 1894.

To Mr. E. V. Debs, President A. R. U., Ashland Block, Chicago.

DEAR SIR:—Your message of this date reached me at two o'clock. I will say in reply that I cannot understand why you should call upon the switchmen's Mutual Aid Association to assist you in your fight with the Pullman Car Co. Our Association has no grievance with the Pullman Car Co., and as the switchmen in this city and on all roads entering it have an agreement with their employers to do a certain amount of work for a certain amount of pay, and as the railroads have not up to this date violated any part of the agreement, therefore I cannot and will not request the members of our Association to quit switching Pullman cars or any other cars the company may request them to handle. The switchmen in the past have always done their part in endeavoring to elevate the status of the laborer, and have always been ready to assist their neighbors in their struggles for right, but it must be remembered that the switchmen have some laws to respect, and while I am at the head of this organization I will see that the laws and rules of the order are complied with faithfully. When the switchmen are in trouble or have a fight on their hands, they must go in alone because the members of our Association do not concern the engineers, the conductors or the brakemen, and I am afraid they never will. I have not forgotten the treatment our men received from the crafts and railroad fraternities in the C. & R. U. of the Northwestern, the Buffalo, the Springfield, Ohio, and other roads.

Fraternally yours,

MILES W. BARNETT.

Among the Employees Here.

As regards the Santa Fe locally there is as yet no demonstration or indication of a strike, and it is not yet assured that there will be. The local managers of the A. R. U. here—or rather those that

are pushing its reorganization—have received a telegram from Mr. Debs, in which he assures them that the strike is on in earnest, but his telegram does not contain any definite instructions as to the prospective procedure here.

While the men generally sympathize with the strike as railroad men and are feeling bad about the discharge of the thirty or more firemen at La Junta last night, there is no disposition among the firemen here to quit work and they have not yet received any orders to do so that have been made public.

Santa Fe passenger train No. 5, due here at 11:30 is still in Kansas City and is being held by reason of the strike at Argentine, where the switchmen have refused to make up the train of the Pullman cars go. An effort has been made to secure other men to make up the train but no one seems willing to do it. All trains that have no Pullman sleepers are allowed to go out and the local trains are all running on time. No. 113 came through at 11:30 all right and 114 went back all right at 2 o'clock this afternoon. The road is making an effort to get No. 6 through from the west this afternoon and it left Dodge City all right this morning. The train is carrying Pullman cars and is due in Topeka at 5:05 this afternoon.

Little Talk About the Strike.

A JOURNAL reporter was among the shopmen and trainmen of the Santa Fe nearly all day. There is surprisingly little talk about the strike here. There is more talk of it up town. All the men are ready to go out on their runs as usual. The engineer and firemen that were to have taken No. 5 west from here were ready and waiting, but when the situation became known they went home again, leaving orders to call them if they were needed. This does not look much like trouble from that direction.

If there is a strike here at all among the engine men it will not be because of the Pullman trouble but because of the discharge of the batch of men at La Junta last night. There has been no order to that effect received here as yet, however. The shop men have little to say favoring the strike. "We are not interested," they say "in this Pullman trouble. We are having a hard enough time to take care of ourselves. There will be no sympathetic strike. There are very few union men of any kind in the shops and the non-union men would not obey the union order to quit work. We had our fingers burnt once."

A. R. U. Not Organized Here.

The A. R. U. really has no organization here at present, and unless an emergency forces it there will be none till the reorganization meeting Sunday.

Another thing that lessens the liability of a strike here is that the Santa Fe handles no Pullman cars here. The nearest end of a division is Kansas City. Said a union switchman this morning: "We have not heard that the switchmen will go out as a body yet. There are members of our union in the A. R. U. and as they are in the strike it is probable that we may yet be compelled to go out. It won't be for part of it, and we fellows that are not in it will not be scabs." We may get an order to quit work at any time."

There is no doubt that the A. R. U. means business, and that if it possibly can it will draw all the other railway labor organizations to its aid in making a general strike a success. When Delegate Ira Mayhall, of La Junta, spoke to the meeting of railroad men here Sunday, he said among other things: "We have a sand and gravel pit at La Junta large enough to hold all the Pullman coaches in America," and the men are repeating his utterance here with significant smiles today.

Mass Meeting Tonight.

There will be an immense mass meeting of the railroad men of Topeka at Trades Assembly hall tonight at 8 o'clock. Both rooms of the hall will be used and it is expected that several hundred men will be present. The meeting was called this afternoon and the call was issued under the auspices of the A. R. U., and no known railroad men will be admitted.

It is not known positively what the meeting will try to accomplish. The A. R. U. expects to have several hundred more members here tomorrow than it has today, and it is probable that some sensational developments will be sprung before the meeting is many hours older. Of this is certain: Within a very short time the tie up will be universal. Telegrams are now being sent to the head men in all the railroad organizations in America wherever there is a local lodge and every road in the country that carries Pullman cars will be seriously affected. The leaders here are in hourly communication with Mr. Debs and other heads of the labor movement.

A very prominent A. R. U. man talked to a JOURNAL reporter this afternoon and said: "What does Mr. Frey mean to convey to us with his circular about the Santa Fe receivers being officers of the court? Is he an oppressor, too? I have always understood that a United States court was a medium of fairness, or was intended as such: Will the courts of the people combine with the railroads to keep us down. If that is the case it is expected that we will fight rather than starve."

Enlisting Deputies.

At the general office building this afternoon it was announced that U. S. Marshal Neely is enlisting deputies at Leavenworth and has agreed to have 25 deputies at Argentine tonight and a sufficient force at the other points where trouble is expected to control the situation.

The marshal's office in the federal building is closed and no deputies are being enlisted here.

General Manager J. J. Frey who reached Topeka shortly before noon on a special train has been closeted all afternoon with a committee representing the Brotherhoods of Locomotive engineers and firemen, in regard to their action in the strike.

Men Discharged Here.

Four Santa Fe firemen have been let out of the road's employ at Kansas City, since 11 o'clock, because they refused to go out on trains that had Pullman cars on them. The engineer and fireman on engine No. 36 were treated in like manner since noon. Both of these live in Topeka, but at this hour their names cannot be learned. Another fire-

man was discharged at noon for saying he would not go out with a train that carried Pullman cars. Also since noon Conductor J. W. Lyons, of Emporia, was suspended for refusing to go out with his train.

STRUCK AT 3 P. M. All the Firemen on the Santa Fe Road

KANSAS CITY, June 28.—The firemen on the Santa Fe road formally struck here at 3 o'clock. The delayed California train had the third Pullman attached here by the master mechanic and was ordered to go ahead.

The fireman refused to go out. Other firemen were ordered to take his place and after several had refused the strike order was issued applying only to through trains with Pullman coaches. The California and Mexico trains on the Santa Fe with about 250 passengers are tied up here without any prospect of getting out. The railroad will abandon all its through trains out of Kansas City.

JUDGE FOSTER ON THE STRIKE. If It Affected Pullman Alone He Should Like to See It Succeed.

A JOURNAL reporter called upon Judge C. G. Foster of the United States district court this afternoon. "The Santa Fe road being in the custody of the United States court it is our duty to protect the road and see that the management is permitted to run the trains in the regular manner," said Judge Foster.

"I understand that the men are not making this trouble because of any grievance between the men and their employers but because they sympathize with the Pullman men in Chicago. These men who are assisting in this boycott are doing more damage to their employers than they are to the Pullman company. The railroad company has a contract with Mr. Pullman to haul his cars and he can hold the company responsible if they are not run, and collect damages."

"I hope and believe," continued Judge Foster, "that when these men understand that they are making themselves liable for contempt of the United States court, they will desist and no more trouble will result. If they do not desist there will be a force of deputies summoned large enough to arrest them and bring them before the court for contempt."

"A great deal of talk has been indulged in because Judge Caldwell said that labor has the same rights as capital; everybody admits that, and so long as the men keep within the purview of the law they are granted the same protection as the corporations."

"What do you think about labor unions in general?"

"The labor unions are all right and are conducive of much good to the men, but they must understand that they can not by force keep others from going to work and when they seize the property of their employers they go beyond the bounds of common sense."

"It is true that in these strikes I naturally sympathize with the men in their cause, but of course they cannot be permitted to violate the law or infringe on the rights of others. If the strike affected Mr. Pullman alone—consulting my own private feelings—I should be pleased to see the men succeed."

At Emporia.

EMPORIA, Kan., June 28.—Three hundred men here, employees of the Santa Fe have obeyed the A. R. U. order to strike. Nothing but mail trains are leaving here.

No Trains at Denver.

DENVER, Col., June 28, 3 p. m.—No trains are arriving or departing on the Santa Fe road, but the Denver & Rio Grande is having no trouble as yet.

ALONG THE SANTA FE. Judge Hallett's Injunction at Denver—Other Developments.

DENVER, June 28.—The injunction granted by Judge Hallett against Santa Fe employees restrains them from interfering with the operating of trains and enjoins them to obey the orders of the representatives of the receivers in moving, handling, switching and operating any and all cars and trains of the Santa Fe company or under its control.

The court also directs that they and all others refrain from interfering with the cars or intimidating employees of the company in their work of handling trains, and orders the arrest by the

[Continued on Third Page.]

CARNOT'S BIG FUNERAL.

The Chambers Will Be Asked to Approprate 50,000 Francs for It.

PARIS, June 28.—President Casimir Perier presided at a council of the ministers today. It was decided to ask the chambers tomorrow for a credit of 50,000 francs to be appropriated to the expenses of the funeral of the late president.

Premier Dupuy will deliver the funeral oration.

M. Dupuy, it is announced, has decided to resign the premiership and propose to go to Contrexeville, where he will take the mineral waters.

Yale Freshmen Win the Race.

NEW LONDON, Conn., June 28.—The boat race between the freshman crews of Yale, Harvard and Columbia was won by Yale, Columbia second. Winner's time, 11:15.

WORD HISTORY.

H